

== USS VICKSBURG (CG-69) ==
SEMAT II SHELL CONDITION ASSESSMENT
SURVEY
INTERIOR AREAS
10/22/01 TO 11/02/01



PREPARED BY
SUPERVISOR OF SHIPBUILDING CONVERSION
AND
REPAIR
PORTSMOUTH, VIRGINIA
11/09/01

28 November 2001
Serial # 1697BA 069

Q.E.D. Systems, Inc. was tasked by the Supervisor of Shipbuilding Conversion and Repair, USN (SPORT) Portsmouth, VA to conduct an Ultrasonic Thickness (U/T) Survey of specific locations on board USS VICKSBURG (CG-69) during the period of 21 October 2001 – 2 November 2001.

The survey was conducted by Francis J. (Joe) LaRock II, Certified Level 1 on 9 March 2001.

The instrument used was a Kraut Kramer Branson, Model DMS-2.

Serial Number:	00N3V8
Calibration Date:	22 February 2001
Probes Used:	TC 560 FH 2 E KBA 525

I have reviewed the results of the survey and approved of the findings. The discrepancies have been recorded on MAF's and are included in this report.



Francis J. LaRock
Certified Level I
9 March 2001

USS VICKSBURG (CG-69)

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USS VICKSBURG (CG-69)
SHELL CONDITION ASSESSMENT SURVEY, INTERIOR AREAS.

A SEMAT II UNDERWATER HULL AND SUPPORTING STRUCTURE SURVEY OF INTERIOR AREAS WAS CONDUCTED ON BOARD **USS VICKSBURG (CG-69)** FROM 10/22/01 TO 11/02/01 AT MAYPORT NAVAL STATION, JACKSONVILLE FLORIDA.

THE SURVEY WAS CONDUCTED IN ACCORDANCE WITH HULL STRUCTURE MRC 1102 USING A DELMHORST BD 2100 MOISTURE METER AND A KRAUTKRAMER BRANSON MODEL DM2TC ULTRASONIC TEST INSTRUMENT SERIAL NO.00NV8 CALIBRATION DUE DATE 02/22/02.THE PROBES USED WERE KRAUTKRAMER BRANSON'S TC/560, FH2E AND KBA 525.

THE MOST CRITICAL AREAS NOTED WERE THE TANK TOP IN AMR 1, THE CORRODED STRINGERS IN MAIN ENGINE ROOM NO'S 1 AND 2 AND THE THINNING TANK TOP IN THE JP5 PUMP ROOM.

HISTORIC AREAS OF CORROSION ON (CG-47) CLASS SHIPS WERE INSPECTED AND NOTED. THE OVERALL CONDITION OF **USS VICKSBURG** HULL AND STRUCTURE IS EXCELLENT CONSIDERING SHE HAS NEVER BEEN IN DRYDOCK. THE SURVEY RESULTS PROVIDE ADDITIONAL INFORMATION.

USS VICKSBURG (CG-69) STRUCTURAL INSPECTION RESULTS

UNSATISFACTORY AREAS

LOCATION	AREA	RESULTS
(6-506-0-E) STEERING GEAR ROOM	STBD SIDE BETWEEN WF (509-515) BETWEEN STRINGERS (7-8)	HEAVY PITTING ON SHELL PLATE
(6-346-0-Q) SHAFT ALLEY/SEWAGE PLANT NO. 3	PORT AND STBD SWASH BHD'S AND AROUND BALLAST BLOCKS.	APPROXIMATELY 200 SF OF CORROSION
(5-300-01-E) MAIN ENGINE ROOM 2	PORT SIDE BETWEEN BHD (300) AND WF (308)/4 TH STRINGER UP FROM MARGIN PLATE AFT OF BHD (300) AND BILGE AREA.	APPROXIMATELY 6 LF OF FLANGE ON 1 ST STRINGER / APPROXIMATELY 2 SF OF WEB ON 4 TH STRINGER AND CORROSION IN BILGE AREA.
(5-300-0-E) MAIN ENGINE ROOM 2	STBD SIDE BETWEEN WF (316-320).	APPROXIMATELY 30 SF OF STIFFENER AND SHELL PLATE
(5-260-0-E) AUXILIARY MACHINERY ROOM 2	STBD SIDE TANK TOP UNDERNEATH FIRE PUMP NO. 4	APPROXIMATELY 6 SF OF SURFACE RUST AND PAINT SEPARATION
(5-220-0-E) AUXILIARY MACHINERY ROOM 1	PORT SIDE UPPER LEVEL TANK TOP/ DECK BETWEEN WF (228-236), A/C PUMPS NO.1 & 2	APPROXIMATELY 2 SF OF THINNING TANK TOP WITH LOW U/T READINGS
(5-220-0-E) AUXILIARY MACHINERY ROOM 1	STBD SIDE UPPER LEVEL TANK TOP / DECK (F/O TANK 6-220-3-F) AT WF (228) AND FWD OF CONVERTER (1 STCB)	APPROXIMATELY 4 SF OF LOW U/T READINGS AND PAINT SEPARATION.
(5-174-0-E) MAIN ENGINE ROOM 1	PORT SIDE BETWEEN WF (204-196), 2 ND AND 4 TH STRINGERS UP FROM MARGIN PLATE, BILGE POCKET AND SHELL.	APPROXIMATELY 100 SF OF HEAVY RUST AND PAINT SEPARATION
(5-174-0-E) MAIN ENGINE ROOM 1	STBD SIDE, 3 RD STRINGER UP FROM MARGIN PLATE FWD OF BHD (220), SHELL PLATE AND BILGE AREA AND TOP OF FEED WATER TANK (5-216-1-W)	APPROXIMATELY 140 SF OF HEAVY SURFACE RUST AND PAINT SEPARATION.
(5-138-0-E) SEWAGE PLANT NO. 1	PITSWORD AREA AND STIFFENERS ON (F/O TANK 6-138-1-F)	APPROXIMATELY 20 SF OF CORROSION AND PAINT SEPARATION.
(4-58-0-Q) DOME EQUIPMENT ROOM	PORT AND STBD SIDE, BHD (58-78) FROM DECK TO 2 ND STRINGER.	APPROXIMATELY 160 SF OF SATURATED LAGGING, MILD CORROSION AND PAINT SEPARATION.
(3-426-1-E) GENERATOR ROOM NO. 3	STBD SIDE, BETWEEN WF (434-442), 1 ST STRINGER UP FROM MARGIN PLATE AND BILGE AREA	APPROXIMATELY 200 SF OF RUST AND PAINT SEPARATION.
(3-398-0-E) AC / JP-5 PUMP ROOM	TANK TOP / DECK UNDER AND AROUND A/C UNITS (3-4). EXPANSION TANK # 3 AND RECIEVER TANK # R-114	APPROXIMATELY 200 SF OF TANK TOP / DECK HAS HEAVY PITTING AND CORROSION BELOW THE 25% WASTAGE CRITERIA.

USS VICKSBURG (CG-69) STRUCTURAL INSPECTION RESULTS

SATISFACTORY AREAS

LOCATION	COMPARTMENT	MCA SUBMITTED
(3-28-0-Q)	SONAR ROOM NO.1	YES
(3-58-1-M)	WHITE PHOSPHOROUS MAGAZINE NO. 1	YES
(3-58-2-M)	WHITE PHOSPHOROUS MAGAZINE NO. 2	YES
(3-62-0-M)	PROJECTILE MAGAZINE NO.1	YES
(3-81-1-M)	POWDER MAGAZINE NO.1	YES
(3-81-2-M)	POWDER MAGAZINE NO.2	YES
(3-94-0-M)	MAGAZINE	YES
(3-127-0-Q)	TOMAHAWK LAUNCH SYSTEM ROOM	YES
(3-127-2-T)	TRUNK	YES
(3-138-3-L)	PASSAGEWAY	YES
(3-138-6-L)	PASSAGEWAY	YES
(3-140-0-L)	CREW BERTHING	YES
(3-245-2-Q)	BATTERY ROOM	YES
(3-260-0-L)	SUPPLY DEPT STOREROOM	YES
(3-260-2-Q)	SNAP II COMPUTER ROOM	YES
(3-346-0-L)	CREW BERTHING	YES
(3-382-1-A)	STOREROOM	YES
(3-382-2-Q)	STOREROOM	YES
(3-393-4-Q)	400 MHz CONVERTER	YES
(3-426-2-A)	STOREROOM	YES
(3-442-2-A)	STOREROOM	YES
(4-28-0-T)	ACCESS TRUNK	YES
(4-34-0-Q)	SONAR EQUIPMENT ROOM NO.3	YES
(4-78-1-A)	BOS'N STOREROOM	YES
(4-78-2-A)	BAGGAGE STOREROOM	YES
(5-34-0-Q)	FORWARD EDUCTOR ROOM	YES
(5-174-1-T)	TRUNK	YES
(6-464-4-K)	FLAMMABLE STORAGE	YES
(6-476-1-A)	SPECIAL CLOTHING ISSUE ROOM	YES
(6-476-2-A)	PASSAGEWAY	YES
(6-476-4-A)	STOREROOM	YES
(6-485-2-A)	STOREROOM	YES
(6-488-3-A)	REEL STOREROOM NO. 1	YES

USS VICKSBURG (CG-69) STRUCTURAL INSPECTION RESULTS

UNASSESSABLE AREAS

LOCATION	COMPARTMENT	UNASSESSABLE
(2½-10-0-A)	CHAIN LOCKER NO.1	GAS FREE REQUIRED
(2½-20-0-A)	CHAIN LOCKER NO.2	GAS FREE REQUIRED
(5-E-0-V)	VOID	GAS FREE REQUIRED
(5-154-3-V)	VOID	GAS FREE REQUIRED
(5-154-4-V)	VOID	GAS FREE REQUIRED
(6-8-0-T)	CABLE TRUNK	GAS FREE REQUIRED
(6½-11-0-V)	VOID	GAS FREE REQUIRED
(6-28-0-T)	SONAR DOME ACCESS TRUNK	GAS FREE REQUIRED
(6-34-0-V)	VOID	GAS FREE REQUIRED
(6-201-2-V)	COFFERDAM	GAS FREE REQUIRED
(6-300-3-V)	COFFERDAM	GAS FREE REQUIRED
(6-379-2-V)	COFFERDAM	GAS FREE REQUIRED

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS VICKSBURG (CG-69)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS	RIN N/L
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 6-506-0-E	WORK CENTER ERO1	JSN A009
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 2	MAN HRS REMAINING 200	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAVIER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT:STBD SIDE (6-506-0-E) STEERING GEAR ROOM					
FROM WF (509-515), BETWEEN STRINGERS (7-8). SHELL PLATE HAS HEAVY PITTING BELOW THE 25% WASTAGE ALLOWANCE					
SEE ATTACHED DRAWING FOR U/T READINGS. APPROXIMATELY 6".					
RECOMMENDED REPAIRS:					
RECOMMEND REPAIR ACTIVITY, WHILE SHIP IS IN DRY-DOCK, CLAD WELD PITS, APPROXIMATELY 6". PRESERVE AND PAINT TO MATCH.					
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: M. MELVIN					
CSMP SUMMARY: SHELL HAS HEAVY PITTING				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT BREKKE	RATE HT1	SECOND CONTACT CARL	RATE HT2	PHONE	
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ			TD	LOGISTICIAN	TSP
OED SYSTEMS INC.					

USS VICKSBURG (CG-69)
STEERING GEAR ROOM (6-506-0-E)
STBD SIDE

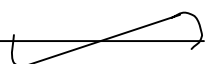


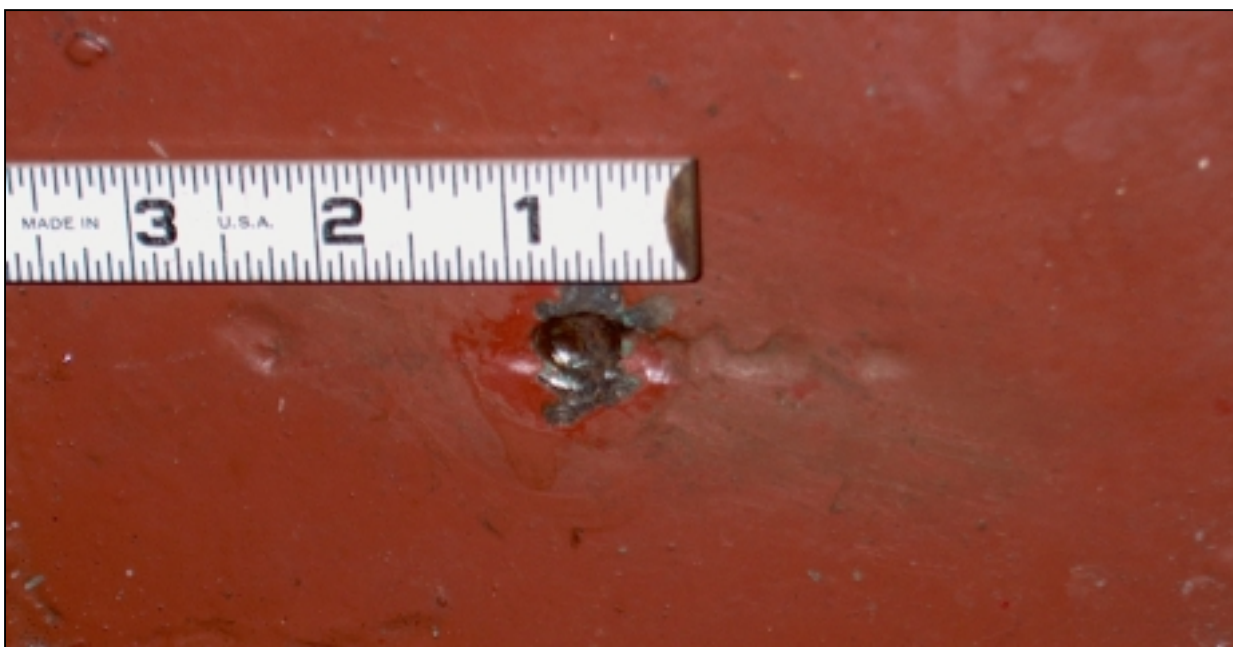
STBD SIDE BETWEEN WEB FRAMES (509-512) AND STRINGERS (7-8)
PIT IS .188 DEEP WHICH IS ABOVE THE 25% WASTAGE ALLOWANCE.
CLAD WELDING IS RECOMMENDED



SALT WATER EDUCTOR VALVE (3-510-1) IS LEAKING
ROOT CAUSE FOR CORROSION

USS VICKSBURG (CG-69)
STEERING GEAR ROOM ((6-506-0-E)
 STBD SIDE

WEB FRAME (509)			(512)	(515)			
STRINGER 8 (10 X 4 T-BEAM)							
	.498△	.490△	.491△	.497△	.498△	.495△	<div>.500 PLATE MINIMUM .375</div> <div></div> <div>.750 PLATE MINIMUM .562</div>
	.490△	.461△	.485△	.498△	.497△	.495△	
						.312* DEEP PITTING	
	.760△	.757△	.765△	.760△	.762△	.762△	
	*.572						
	.761△	.760△	.761△	.765△	.765△	.762△	
STRINGER 7 (24 X 8 T-BEAM)							
J. LaROCK / T. ILGENFRITZ QED SYSTEMS INC. 10/22/2001							



STBD SIDE, SHELL PLATE BETWEEN WEB FRAMES (512-515), AND STRINGERS (7-8)
 PIT IS .188 DEEP WHICH IS BELOW THE 25% WASTAGE ALLOWANCE.

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS VICKSBURG (CG-69)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS	RIN N/L
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 6-346-0-E	WORK CENTER ERO1	JSN
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 4	MAN HRS REMAINING 2000	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAVIER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: (6-346-0-E) SHAFT ALLEY/SEWAGE PLANT NO.3					
FLANGE ON FIRST STIFFNER OFF DECK ON SWASH BHD OUTBOARD OF STBD SHAFT IS CORRODED APPROX 10 FT AFT OF BHD (346). THERE IS CORROSION ON BOTH PORT AND STBD SWASH BHDS AND AROUND THE BALLAST BLOCKS. APPROX 200 SF.					
RECOMMENDED REPAIRS: RECOMMEND REPAIR ACTIVITY CUT OUT AND REPLACE APPROXIMATELY 1 LF OF STIFFNER FLANGE REMOVE BALLAST CLEAN ENTIRE AREA TO BARE METAL, PRESERVE AND PAINT TO MATCH, REPLACE BALLAST.					
.					
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: M. MELVIN					
CSMP SUMMARY: STIFFNER FLANGE IS CORRODED ON STBD SIDE/MODERATE PAINT SEPARATION PORT / STBD SIDES				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMEMCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT BREKKE	RATE HT1	SECOND CONTACT CARL	RATE HT2	PHONE	
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ			TD	TL	LOGISTICIAN
QED SYSTEMS INC.					TSP

USS VICKSBURG (CG-69)
SHAFT ALLEY / SEWAGE PLANT NO. 3 (6-346-0-E)
PORT SIDE



CORROSION ON SWASH BHD OUTBOARD OF PORT SHAFT.



CORROSION ON STIFFNER OUTBOARD OF SWASH BULKHEAD

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS VICKSBURG (CG-69)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS	RIN N/L
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 5-300-0-E	WORK CENTER ERO1	JSN A027
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 4	MAN HRS REMAINING 600	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAVIER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: PORT SIDE (5-300-0-E) MER 2					
BETWEEN BHD (300) AND WF (308) FIRST STRINGER UP FROM MARGIN PLATE, FLANGE IS CORRODED APPROXIMATELY 6 FT					
FWD OF BHD (300). 4 TH STRINGER UP FROM MARGIN PLATE IS THINNING AT THE WEEP HOLE, APPROX 3 FT AFT OF BHD					
(300). BILGE AREA IS FULL OF WATER. MILD CORROSION AND PAINT SEPARATION, SEE ATTACHED DRAWING FOR U/T INFO.					
RECOMMENDED REPAIRS: RECOMMEND REPAIR ACTIVITY REMOVE APPROX 6 LF OF FLANGE ON 1ST STRINGER REPLACE WITH 4 X .250 MILD STEEL FLAT BAR. REMOVE APPROX 2 SF OF WEB ON THE 4TH STRINGER AT THE TRANSVERSE WELD SEAM REPLACE WITH 10 X .187 MILD STEEL FLAT BAR. CLEAN ENTIRE AREA TO BARE METAL PRESERVE, PRIME AND PAINT					
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: M. MELVIN					
CSMP SUMMARY: CORRODED STRINGERS				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMEMCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT BREKKE	RATE HT1	SECOND CONTACT CARL	RATE HT2	PHONE	
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ			QED SYSTEMS INC.	TD	LOGISTICIAN
			TL	TSP	

USS VICKSBURG (CG-69)
MAIN ENGINE ROOM 2 (5-300-0-E)
PORT SIDE

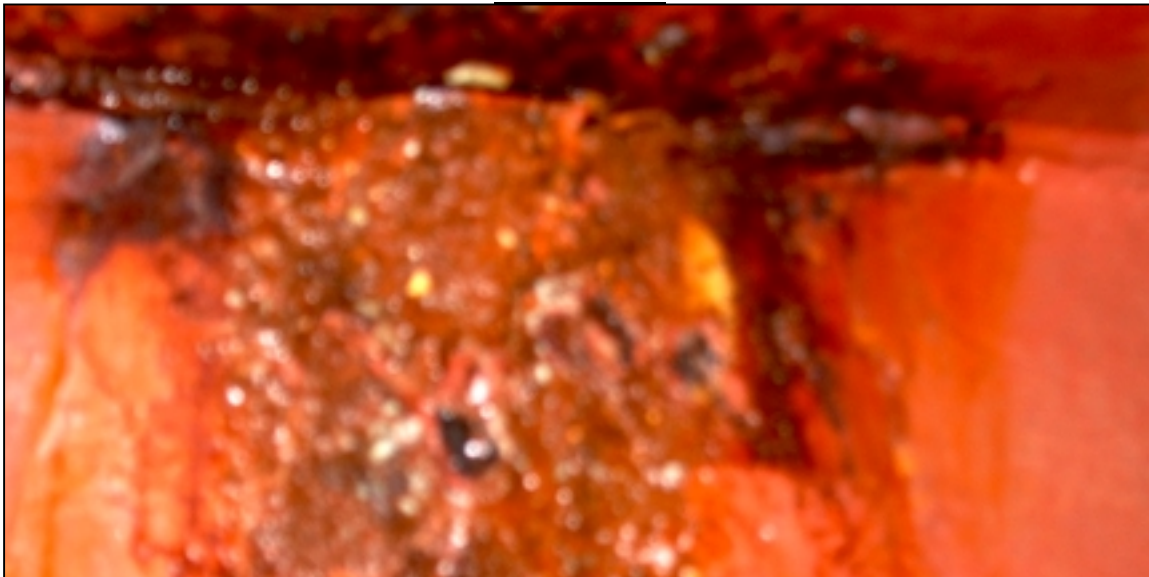


PORT SIDE, CORRODED STRINGER FLANGE



WEEP HOLE AT TRANSVERSE WELD SEAM APPROXIMATELY 3' AFT OF BHD (300)

USS VICKSBURG (CG-69)
MAIN ENGINE ROOM 2 (5-300-0-E)
PORT SIDE



CORROSION AT TRANSVERSE WELD SEAM UNDERNEATH 3RD STRINGER FROM
MARGIN PLATE



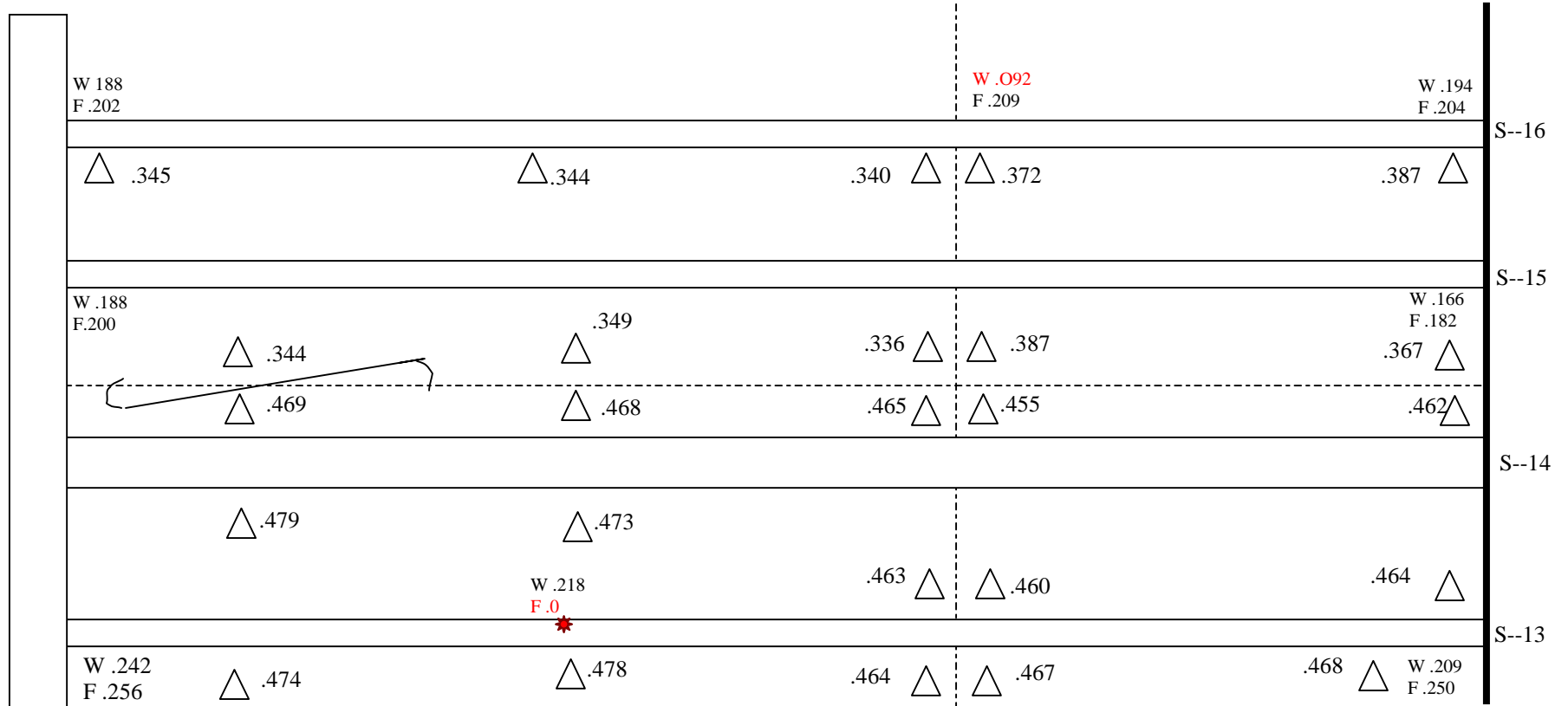
BILGE POCKET AFT OF BHD (300) AREA RECOMMENDED FOR PRESERVATION

USS VICKSBURG (CG-69)
MAIN ENGINE ROOM 2 (5-300-0-E)
PORT SIDE

WEB FRAME
308

TRANSVERSE WELD SEAM

BHD 300



LEGEND

	DESIGN	MIN
PLATE ABOVE WELD SEAM	.375	.282
PLATE BELOW WELD SEAM	.500	.375
STRINGERS 13, 15, 16	W .1875	.110
(10"X4"X11.5# T-BEAM	F .1875	.150

J. LaROCK / T. ILGENFRITZ
 QED SYSTEMS INC.
 10/24/01

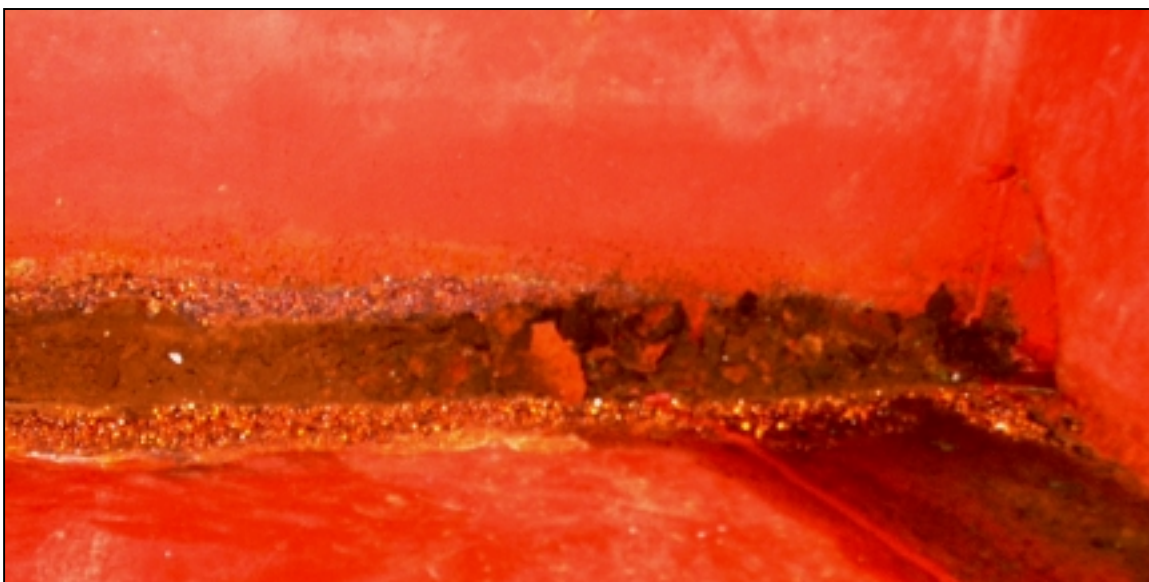
MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP			
		USS VICKSBURG (CG-69)			
SYSTEM		ESWBS	EIC	APL	RIN
SHELL & SUPPORTING STRUCTURE 110		11011	A100	X-SYSTEMS	N/L
EQUIPMENT NAME		IDENT/SERIAL	LOCATION	WORK CENTER	JSN
HULL STRUCTURE 1102XY		N/A	5-300-0-E	ERO1	A029
EQUIPMENT STATUS		PROBLEM STATUS			EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS			1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED
TYPE/AVAILABILITY		WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL		1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE
MAN HRS EXPENDED		MAN HRS REMAINING		COMPLETED ACTION TAKEN	PRIORITY
2		200			
SAFETY HAZARD:			COMPLETED ACTION TAKEN:		PRIORITY
1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL			1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: STBD SIDE (5-300-0-E) MER 2					
BETWEEN WF (316-320) 2 ND STRINGER UP FROM MARGIN PLATE (24 X 8 T-BEAM) HAS HEAVY PAINT SEPARATION AND RUST. THERE IS LIGHT THINNING OF THE WEB WHERE IT MEETS THE SHELL, THE SHELL ALSO HAS LIGHT THINNING BUT IS WITHIN THE 25% WASTAGE CRITERIA. SEE ATTACHED DRAWING. APPROXIMATELY 30 SF OF STIFFNER AND SHELL PLATE.					
RECOMMENDED REPAIRS:					
RECOMMEND SHIP'S FORCE CLEAN AREA TO BARE METAL, PRESERVE, PRIME AND PAINT.					
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2186, TPOC: M. MELVIN					
CSMP SUMMARY:				TEST#	
STIFFNER AND SHELL HAVE MILD THINNING AND CORROSION				MRC 1102/1	
ROOT CAUSE/AMPLIFICATION:				STEP#	
H1				1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE			QTY	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT		RATE	SECOND CONTACT		PHONE
BREKKE		HT1	CARL		
ASSESSOR / ACT / TECH ID#			TD	LOGISTICIAN	TSP
J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.			TL		

USS VICKSBURG (CG-69)
MAIN ENGINE ROOM 2 (5-300-0-E)
STBD SIDE



STBD SIDE BETWEEN WEB FRAMES (316-320) WHERE STRINGER MEETS SHELL PLATE
SOME THINNING WAS NOTED SEE DRAWINGS FOR U/T READINGS



SHELL AND WEB BETWEEN WEB FRAMES (320-324)
AREA RECOMMENDED FOR PRESERVATION

USS VICKSBURG (CG-69)
MAIN ENGINE ROOM 2
STBD SIDE

WEB FRAME 316

WEB FRAME 320

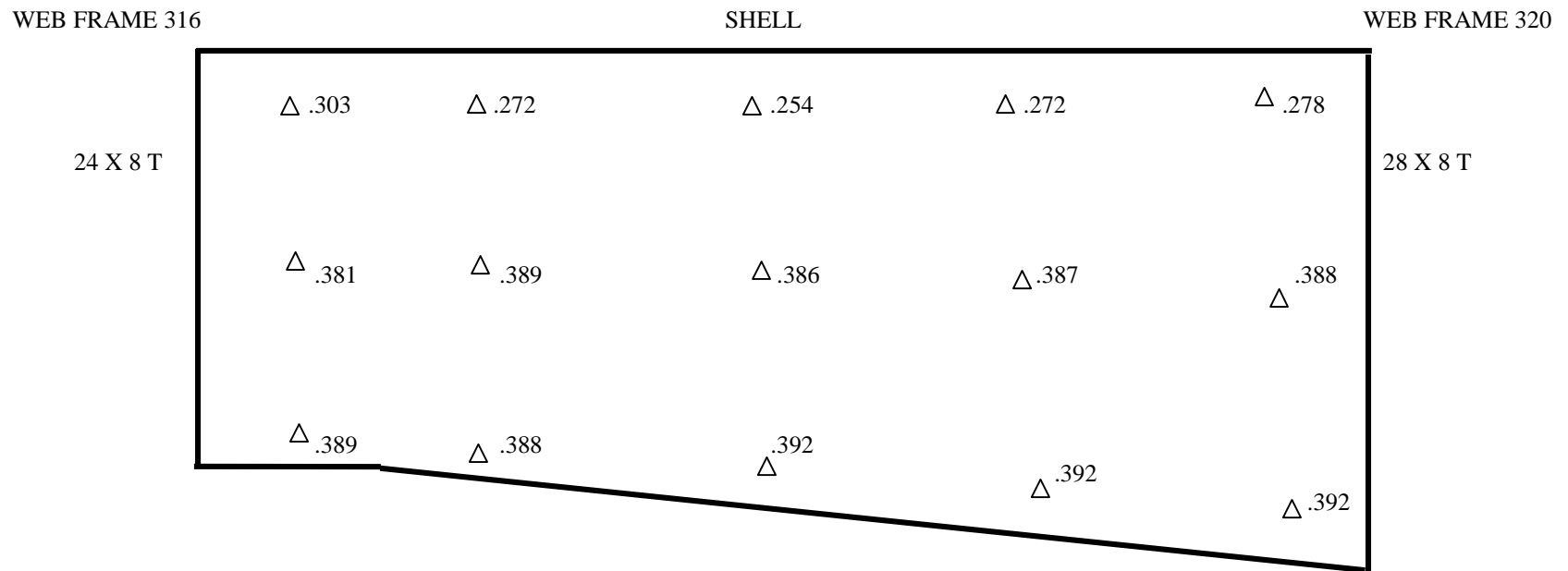
	SHELL DESIGN THICKNESS .375 MINIMUM .282			
	10 X 4 T-BEAM			
	Δ .350	Δ .345	Δ .352	
	Δ .344	Δ .352	Δ .344	
	Δ .363	Δ .356	Δ .355	
24 X 8 T	Δ .287	Δ .299	Δ .284	28 X 8 T
	Δ .365	Δ .368	Δ .367	
	Δ .371	Δ .364	Δ .364	
	Δ .368	Δ .365	Δ .366	
	10 X 4 T-BEAM			
W.189	W.182	W.186		
F .211	F .217	F .218		

ACOUSTIC TILES

J. LaROCK / T. ILGENFRITZ
 QED SYSTEMS INC.
 10/24/01

USS VICKSBURG (CG-69)
MAIN ENGINE ROOM 2 (5-300-0-E)
STBD SIDE

TOP VIEW OF SECOND STRINGER FROM MARGIN PLATE



J. LaROCK / T. ILGENFRITZ
 QED SYSTEMS INC.
 10/24/01

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS VICKSBURG (CG-69)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS	RIN N/L
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 5-260-0-E	WORK CENTER ERO1	JSN A041
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 2	MAN HRS REMAINING 60	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: STBD SIDE, (5-260-0-E) AUX 2					
TANK TOP UNDERNEATH FIRE PUMP NO.4 HAS SURFACE RUST AND PAINT SEPARATION. DRAIN LINE FROM FIRE PUMP NO.4					
EMPTIES ON TANK TOP CAUSING CORROSION. APPROXIMATELY 6 SF.					
RECOMMENDED REPAIRS: RECOMMEND SHIPS FORCE CLEAN AREA TO BARE METAL PRIME AND PAINT TO MATCH.					
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2186, TPOC: M. MELVIN					
CSMP SUMMARY: CORROSION ON TANK TOP UNDER FIRE PUMP NO.4				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT BREKKE	RATE HT1	SECOND CONTACT CARL	RATE HT2	PHONE	
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.			TD	TL	LOGISTICIAN TSP

USS VICKSBURG (CG-69)
AUXILIARY MACHINERY ROOM 2 (5-260-0-E)
STBD SIDE



STBD SIDE, CORROSION ON TANK TOP AND STIFFNER UNDERNEATH
FIRE PUMP NO.4. ARROW INDICATES DRAIN LINE, ROOT CAUSE OF CORROSION.



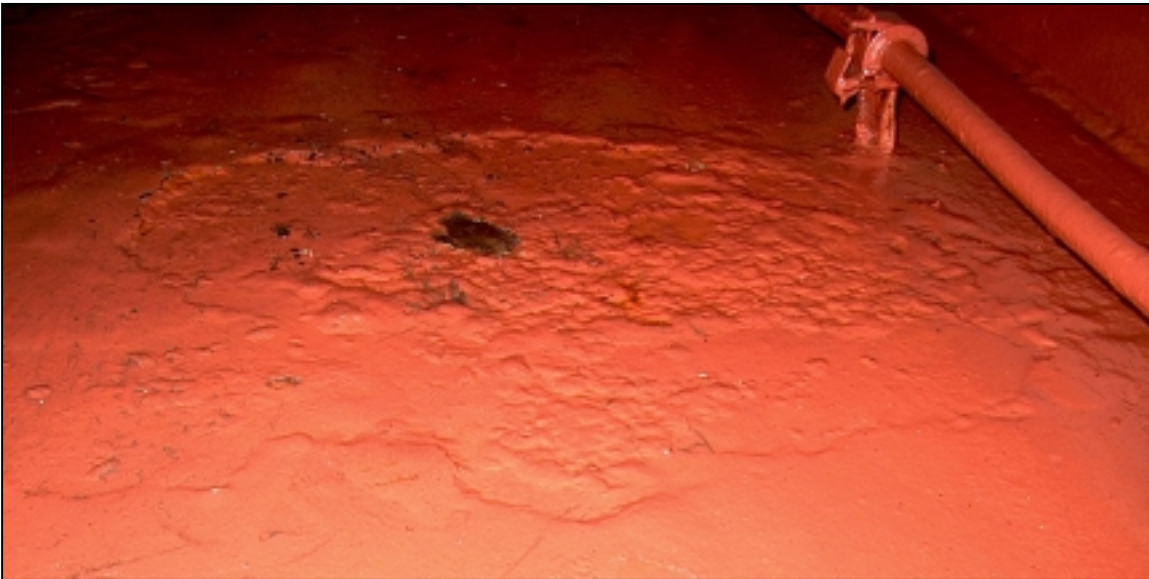
MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS VICKSBURG (CG-69)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS	RIN N/L
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 5-220-0-E	WORK CENTER ERO1	JSN A039
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 4	MAN HRS REMAINING 1500	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: PORT SIDE, UPPER LEVEL (5-220-0-E) AUX 1					
U/T SURVEY REVEALED APPROXIMATELY 2 SF OF THIN TANK TOP APPROX 3 FT INBOARD OF PORT SIDE SHELL BETWEEN WEB FRAMES (228-236). HEAVY PAINT SEPARATION SURROUNDS ENTIRE FOUNDATION OF A/C PUMPS 1 & 2, APPROX 100 SF.					
RECOMMENDED REPAIRS: RECOMMEND REPAIR ACTIVITY, CLEAN AND GAS FREE F/O TANK (6-220-4-F) AND REMOVE INTERFERENCES.					
CUT OUT APPROXIMATELY 4 SF OF TANK TOP / DECK, REPLACE WITH .375 MILD STEEL. PERFORM LEAK TEST. CLEAN APPROX 100 SF OF AREA TO BARE METAL PRIME AND PAINT TO MATCH					
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: M. MELVIN					
CSMP SUMMARY: TANK TOP / DECK IS THINNING, HEAVY PAINT SEPARATION AROUND A/C PUMPS 1 & 2				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT BREKKE	RATE HT1	SECOND CONTACT CARL	RATE HT2	PHONE	
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ			TD	LOGISTICIAN	TSP
OED SYSTEMS INC.			TL		

USS VICKSBURG (CG-69)
AUXILIARY MACHINERY ROOM 1 (5-220-0-E)
PORT SIDE / UPPER LEVEL

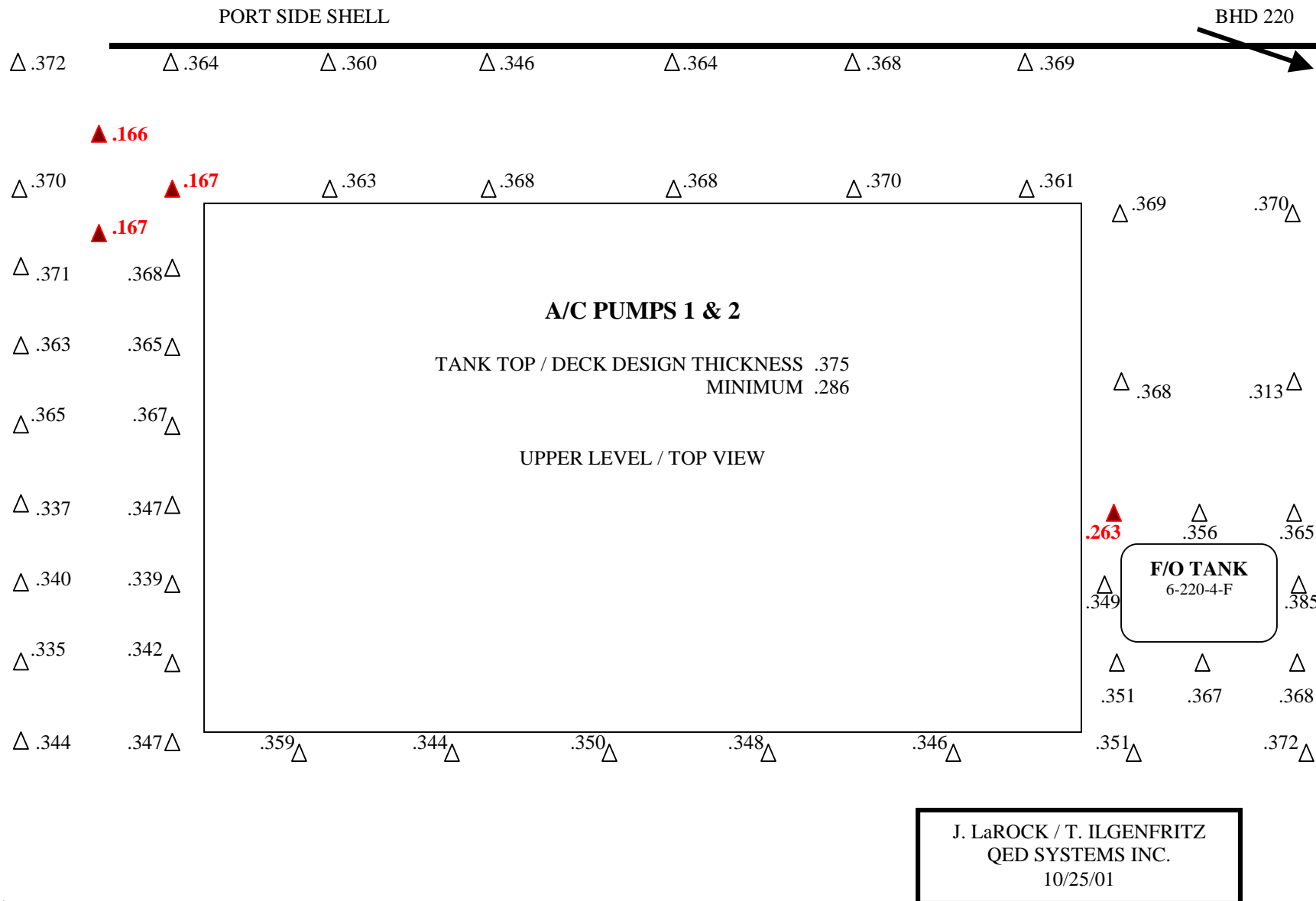


A/C PUMPS 1& 2, U/T READINGS WERE TAKEN ON TANK TOP / DECK SURROUNDING
FOUNDATION AND ACCESS TO F/O TANK (6-220-4-F)
SEE ATTACHED DRAWING



TANK TOP / DECK BETWEEN A/C PUMPS 1&2 AND PORT SIDE SHELL
APPROXIMATELY 2 SF OF AREA REVEALED LOW U/T READINGS
NOTE HEAVY BLISTERING OF PAINT

USS VICKSBURG (CG-69)
AUXILIARY MACHINERY ROOM 1 (5-220-0-E)
PORT SIDE / UPPER LEVEL



MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS VICKSBURG (CG-69)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS	RIN N/L
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 5-220-0-E	WORK CENTER ERO1	JSN A040
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 4	MAN HRS REMAINING 2000	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAVIER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: STBD SIDE (5-220-0-E) AUX 1 UPPER LEVEL					
TANK TOP / DECK (F/O TANK 6-220-3-F), LOW U/T READINGS WERE REVEALED AT WF(228) AND FWD OF CONVERTER (1STCB)					
POOR BONDING OF PAINT BETWEEN CONVERTER AND SHELL AND INBOARD OF CONVERTER (1STCA). DECK DRAIN FWD OF (1STCA) IS PAINTED OVER PREVENTING PROPER DRAINAGE.					
RECOMMENDED REPAIRS: RECOMMEND REPAIR ACTIVITY CLEAN AND GAS FREE (F/O TANK 6-220-3-F) CUT OUT APPROX 4 SF OF TANK TOP REPLACE WITH .375 MILD STEEL. PERFORM LEAK TEST ON TANK, CLEAN APPROX 150 SF OF AREA TO BARE METAL, PRESERVE AND PAINT TO MATCH					
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: M. MELVIN					
CSMP SUMMARY: TANK TOP IS THINNING, AND HAS HEAVY PAINT FAILURE				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT BREKKE	RATE HT1	SECOND CONTACT CARL	RATE HT2	PHONE	
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ			TD	LOGISTICIAN	TSP
QED SYSTEMS INC.					

USS VICKSBURG (CG-69)
AUXILIARY MACHINERY ROOM 1 (5-220-0-E)
STBD SIDE UPPER LEVEL

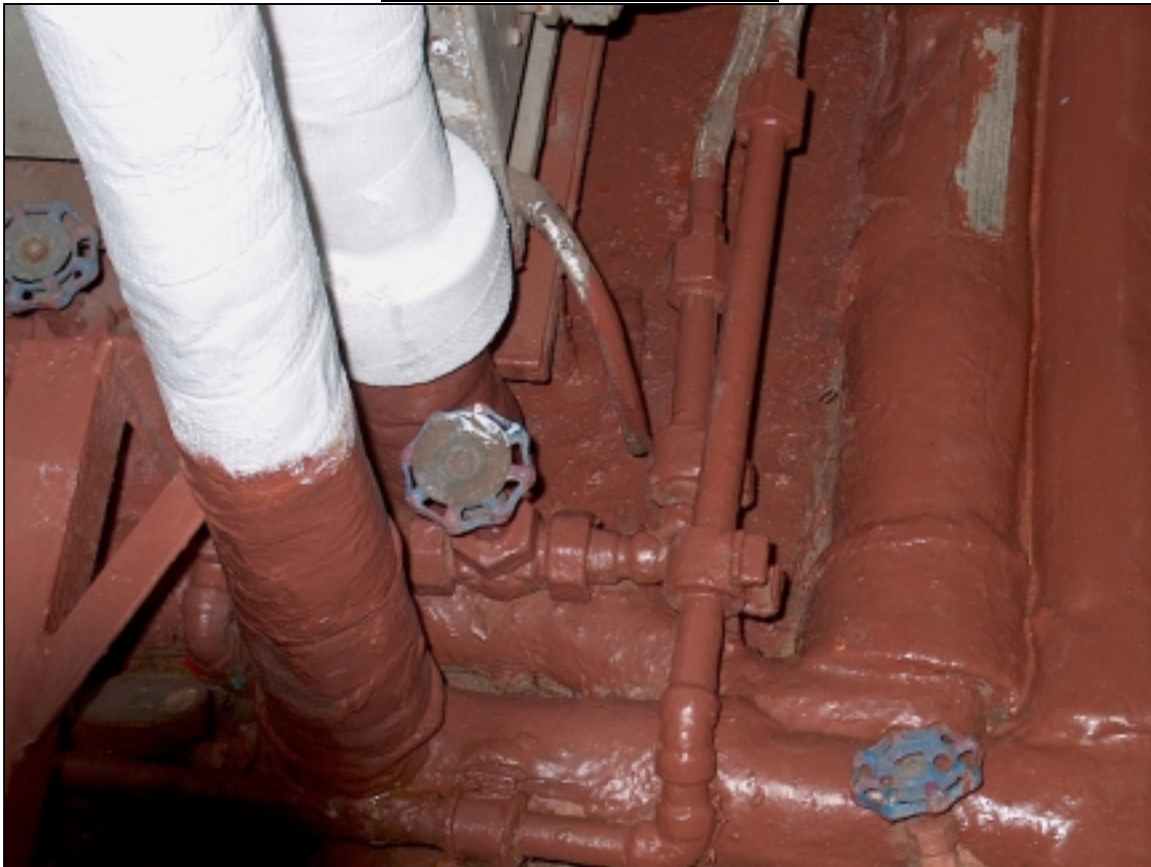


TANK TOP / DECK FWD OF WF (228) UNDER SW. STRAINER VALVE SWS-2299
LOW U/T READINGS WERE FOUND IN THIS AREA SEE DRAWING.



TANK TOP / DECK BETWEEN STBD SHELL AND (60 / 400 HZ CONVERTER 1STCB)
HAS HEAVY PAINT BUILD UP WITH POOR BONDING

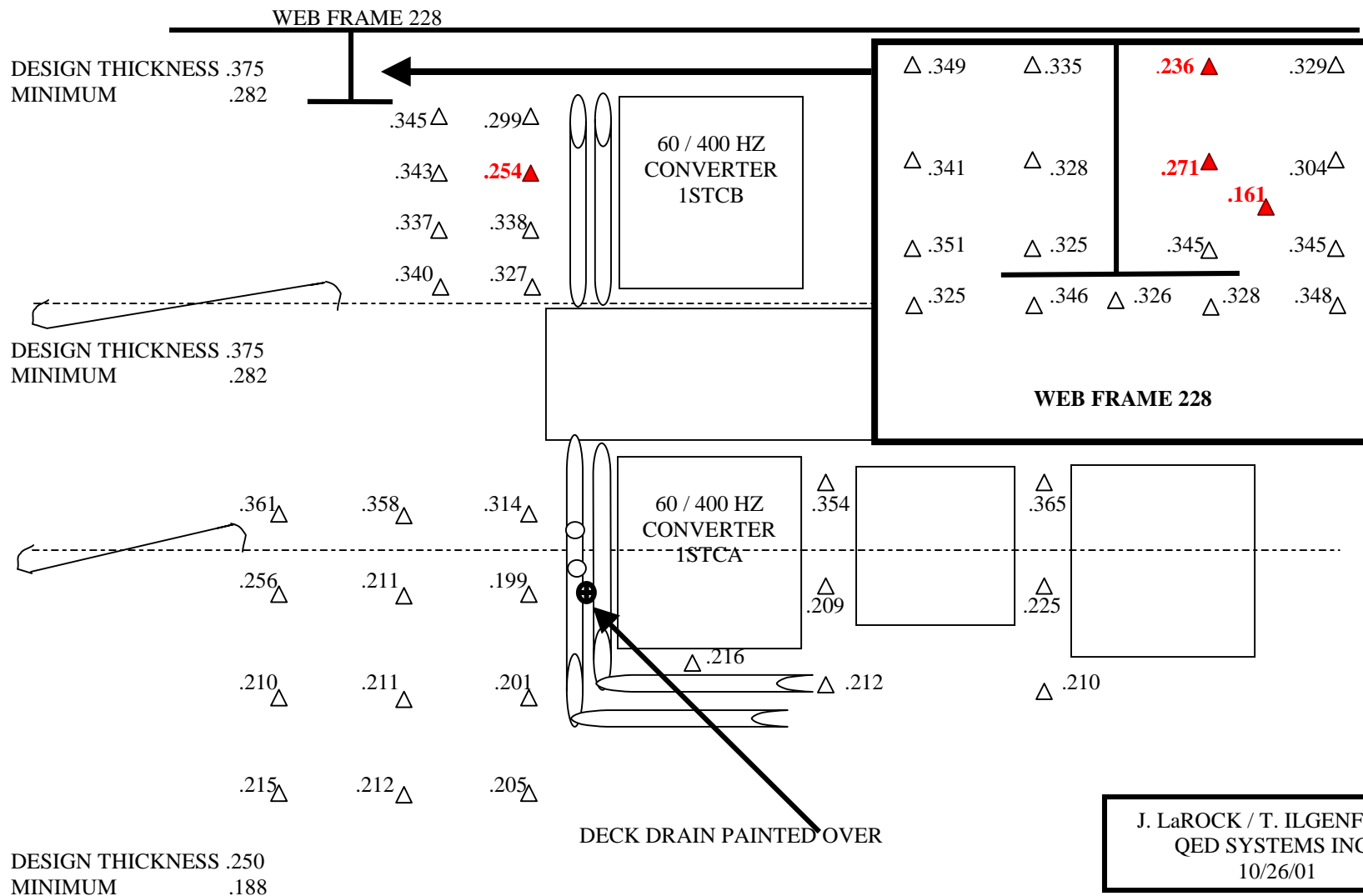
USS VICKSBURG (CG-69)
AUXILIARY MACHINERY ROOM 1 (5-220-0-E)
STBD SIDE UPPER LEVEL



DECK INBOARD OF (60 / 400 HZ CONVERTER 1STCA)
CONCENTRATION OF PIPING PREVENTS SHIP'S FORCE FROM PERFORMING
PROPER MAINTENANCE



USS VICKSBURG (CG-69)
AUXILIARY MACHINERY ROOM 1 (5-220-0-E)
STBD SIDE UPPER LEVEL



MATERIAL ASSESSMENT FORM

ITEM NUMBER				SHIP USS VICKSBURG (CG-69)							
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011		EIC A100		APL X-SYSTEMS		RIN N/L			
EQUIPMENT NAME HULL STRUCTURE 1102XY			IDENT/SERIAL N/A		LOCATION 5-174-0-E		WORK CENTER ERO1		JSN A052		
EQUIPMENT STATUS			PROBLEM STATUS			CATEGORY			EOC		
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD			1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS			1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED			.9		
TYPE/AVAILABILITY		WHEN TO BE ACCOMPLISHED		STATUS		CAUSE		DEFERRAL REASON			
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL		1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY		1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE		1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE		1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE			
MAN HRS EXPENDED 4		MAN HRS REMAINING 1500		COMPLETED ACTION TAKEN			S/F MANHOURS		PRIORITY		
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAVIER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL				1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION				1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE			
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: PORT SIDE, (5-174-0-E) MER 1											
4 TH STRINGER UP FROM MARGIN PLATE IS HOLED APPROXIMATELY 1 FT FWD OF WEB FRAME (204). 2 ND STRINGER UP FROM MARGIN PLATE IS HOLED APPROX 1 FT FWD OF WEB FRAME (204). BILGE POCKET, SHELL AND STRINGERS FROM WF (204-196) APPROX 100 SF HAVE RUST AND HEAVY PAINT SEPARATION. SEE DRAWING FOR U/T READINGS. UNABLE TO ASSESS ENTIRE AREA DUE TO INTERFERENCES.											
RECOMMENDED REPAIRS: RECOMMEND REPAIR ACTIVITY CUT OUT AND REPLACE APPROX 6 LF OF BOTH STRINGERS (10 X 4 T-BEAM). REMOVE INTERFERENCES, CLEAN ENTIRE AREA TO BARE METAL, PRESERVE AND PAINT TO MATCH. APPROX 100 SF											
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: M. MELVIN											
CSMP SUMMARY: 2 ND AND 4 TH STRINGERS ARE HOLED. 100 SF OF PAINT SEPARATION AND RUST.								TEST# MRC 1102/1			
ROOT CAUSE/AMPLIFICATION: H1								STEP# 1,2,3,4 & 5			
SYSTEM LEVEL IMPACT:											
PART NO.		NOMENCLATURE				QTY		NSN		COST	
1											
2											
3											
4											
5											
6											
FIRST CONTACT BREKKE		RATE HT1		SECOND CONTACT CARL			RATE HT2		PHONE		
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ					QED SYSTEMS INC.		TD		LOGISTICIAN		TSP

USS VICKSBURG (CG-69)
MAIN ENGINE ROOM 1 (5-174-0-E)
PORT SIDE



HOLE IN WEB OF 4TH STRINGER FROM MARGIN PLATE 1 FT FWD OF WEB FRAME (204)



UNDERNEATH VIEW OF HOLE IN STRINGER WEB

USS VICKSBURG (CG-69)
MAIN ENGINE ROOM 1 (5-174-0-E)
PORT SIDE



HOLE IN STRINGER WEB 4TH STRINGER UP FROM MARGIN PLATE
REFER TO DRAWING FOR U/T READINGS OF AREA.



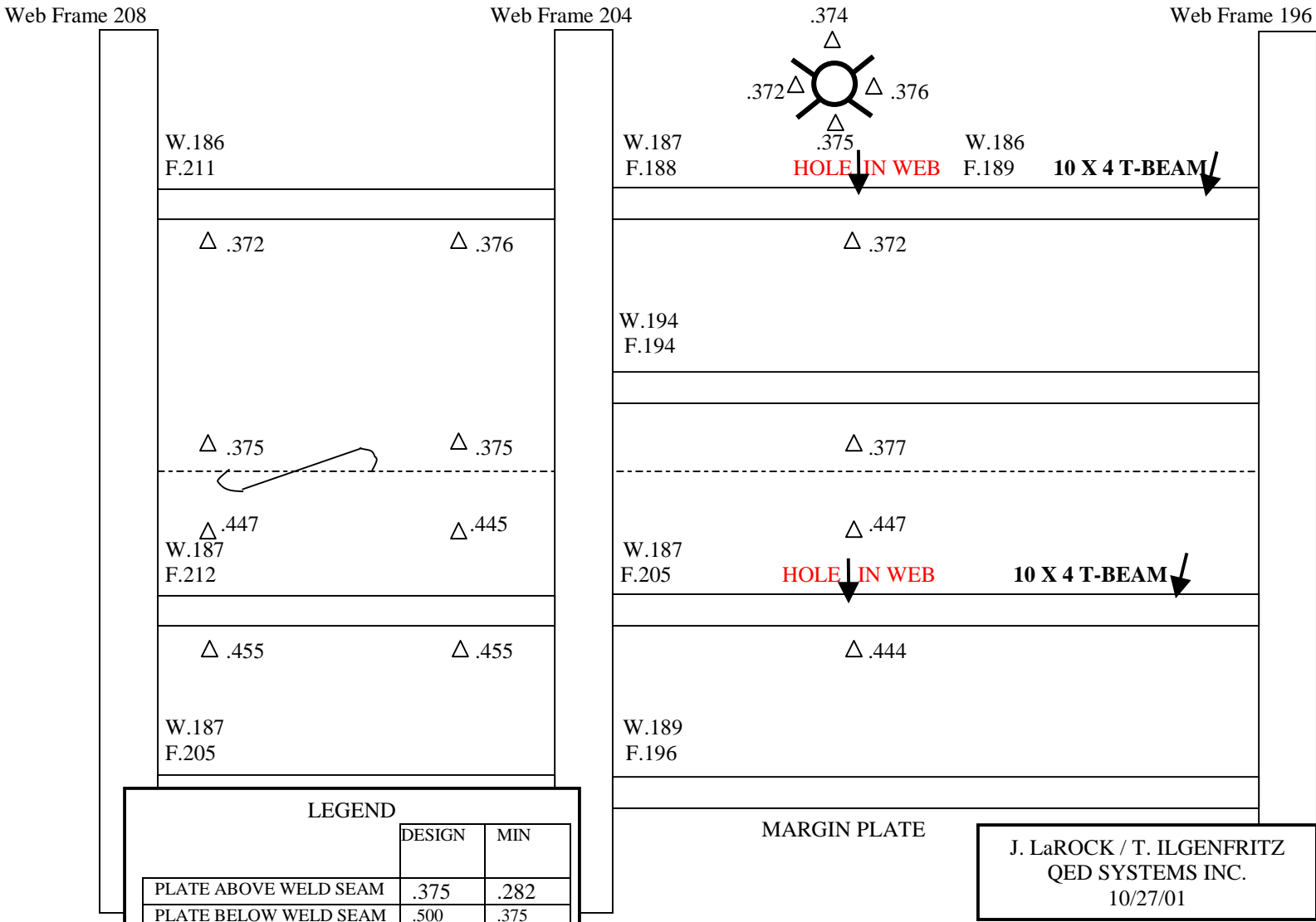
4TH STRINGER UP FROM MARGIN PLATE AT WEB FRAME (196) NOTE
CORROSION. UNABLE TO DO U/T SURVEY DUE TO OBSTRUCTIONS.

USS VICKSBURG (CG-69)
MAIN ENGINE ROOM 1 (5-174-0-E)
PORT SIDE



HOLE IN 2ND STRINGER FROM MARGIN PLATE
REFER TO DRAWING FOR U/T READINGS OF AREA.

USS VICKSBURG (CG-69)
MAIN ENGINE ROOM 1 (5-174-0-E)
PORT SIDE



MATERIAL ASSESSMENT FORM

ITEM NUMBER				SHIP USS VICKSBURG (CG-69)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS		RIN N/L	
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A		LOCATION 5-174-0-E	WORK CENTER ERO1	JSN A053	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY			EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED			.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON		
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE		1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 4	MAN HRS REMAINING 800		COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY	
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAVIER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL			1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE	
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: STBD SIDE (5-174-0-E) MER 1							
THIRD STRINGER UP FROM MARGIN PLATE IS HOLED APPROX 1 FT FWD OF BHD (220). HEAVY PAINT SEPARATION IN BILGE AREA AND SHELL PLATE APPROX 100 SF. MINOR THINNING OF MARGIN PLATE AND SHELL IS NOTED ON DRAWING. TOP OF FEED WATER TANK (5-216-1-W) HAS MODERATE TO HEAVY SURFACE RUST APPROX 40 SF.							
RECOMMENDED REPAIRS: RECOMMEND REPAIR ACTIVITY, CUT OUT AND REPLACE APPROX 2 LF OF (10 X 4 T-BEAM) CLEAN ENTIRE AREA TO BARE METAL INCLUDING TOP OF FEED WATER TANK APPROX 140 SF. PRESERVE AND PAINT TO MATCH							
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: M. MELVIN							
CSMP SUMMARY: THIRD STRINGER IS HOLED, SHELL, MARGIN AND TANK TOP NEED PRESERVATION					TEST# MRC 1102/1		
ROOT CAUSE/AMPLIFICATION: H1					STEP# 1,2,3,4 & 5		
SYSTEM LEVEL IMPACT:							
PART NO.	NOMENCLATURE			QTY	NSN		COST
1							
2							
3							
4							
5							
FIRST CONTACT BREKKE	RATE HT1	SECOND CONTACT CARL		RATE HT2	PHONE		
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ				TD	TL	LOGISTICIAN	TSP

USS VICKSBURG (CG-69)
MAIN ENGINE ROOM 1 (5-174-0-E)
STBD SIDE

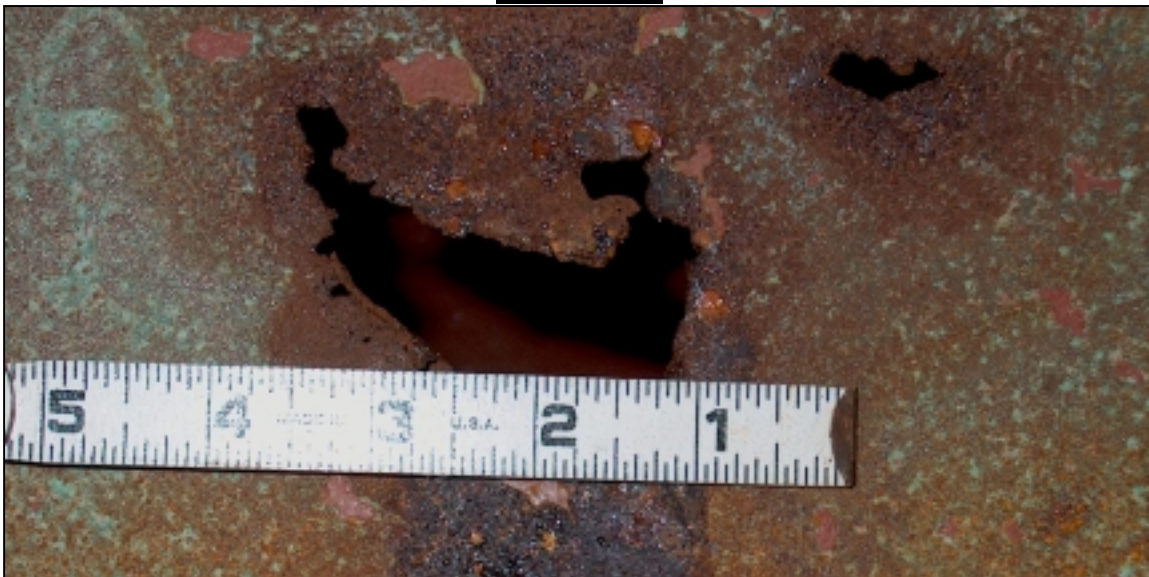


STBD SIDE, APPROXIMATELY 8 FT FWD OF BHD (220), CONCENTRATION OF PIPING PREVENTS SHIPS FORCE FROM CONDUCTING ADEQUATE PRESERVATION OF AREA.

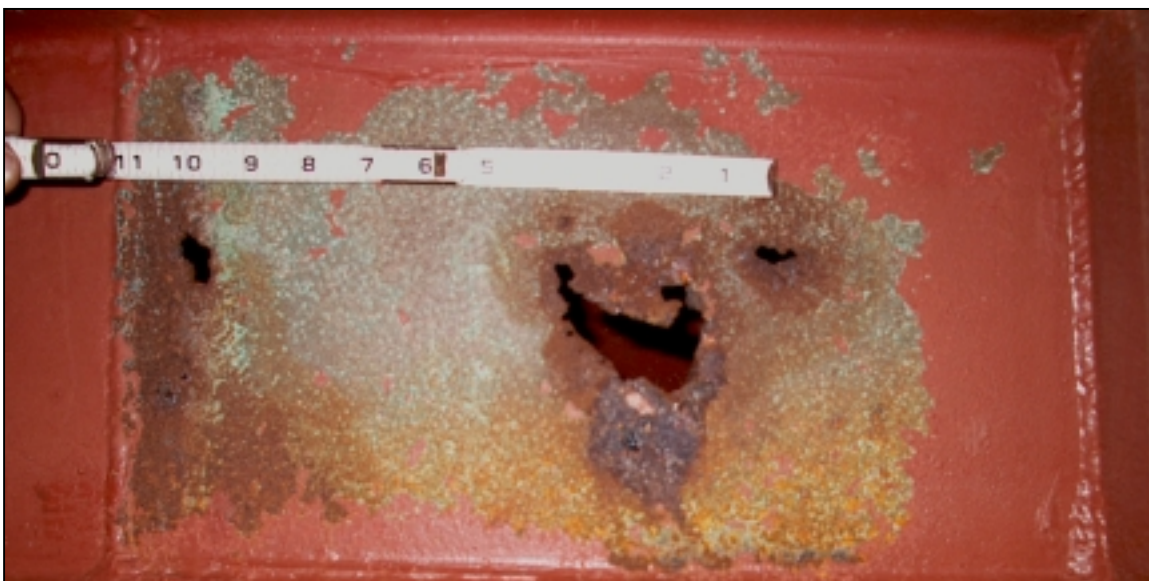


BILGE POCKET FWD OF BHD (220) HEAVY PAINT SCALING WAS DISCOVERED. MINOR THINNING WAS NOTED. SEE DRAWING

USS VICKSBURG (CG-69)
MAIN ENGINE ROOM 1 (5-174-0-E)
STBD SIDE



3rd STRINGER UP FROM MARGIN PLATE APPROXIMATELY 1 FT FWD OF
BHD (220), SEE DRAWING FOR U/T READINGS OF SURROUNDING AREA



USS VICKSBURG (CG-69)
MAIN ENGINE ROOM 1 (5-174-0-E)
STBD SIDE



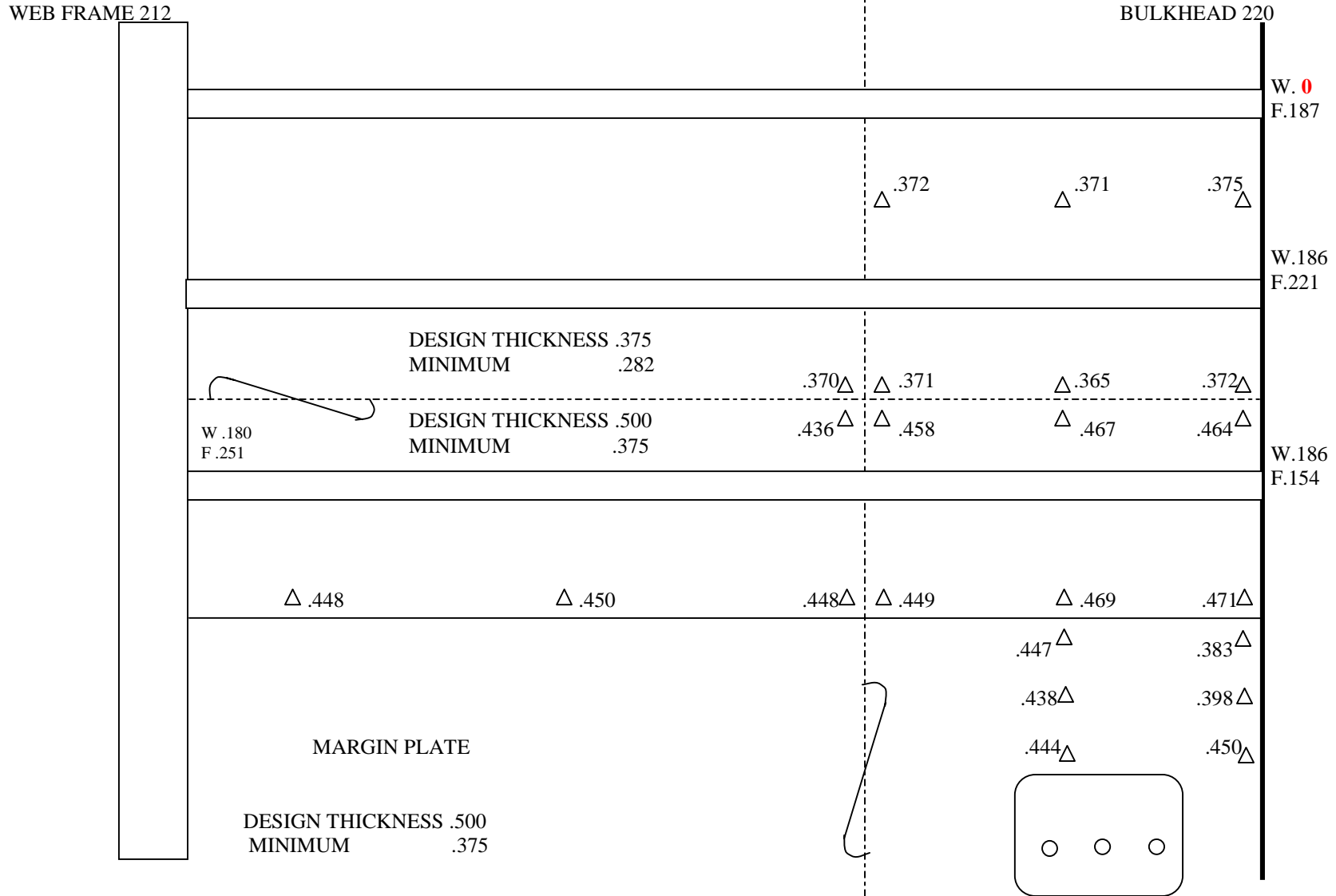
STBD SIDE, FWD OF BHD (220). ENTIRE AREA IS CONSIDERED A "HOT-SPOT" ON
CG-47 CLASS SHIPS

USS VICKSBURG (CG-69)
MAIN ENGINE ROOM 1 (5-174-0-E)
STBD SIDE



TOP OF FEED WATER TANK (5-216-1-W) PRESERVATION OF THIS AREA IS HIGHLY RECOMMENDED.

USS VICKSBURG (CG-69)
MAIN ENGINE ROOM 1 (5-174-0-E)
STBD SIDE

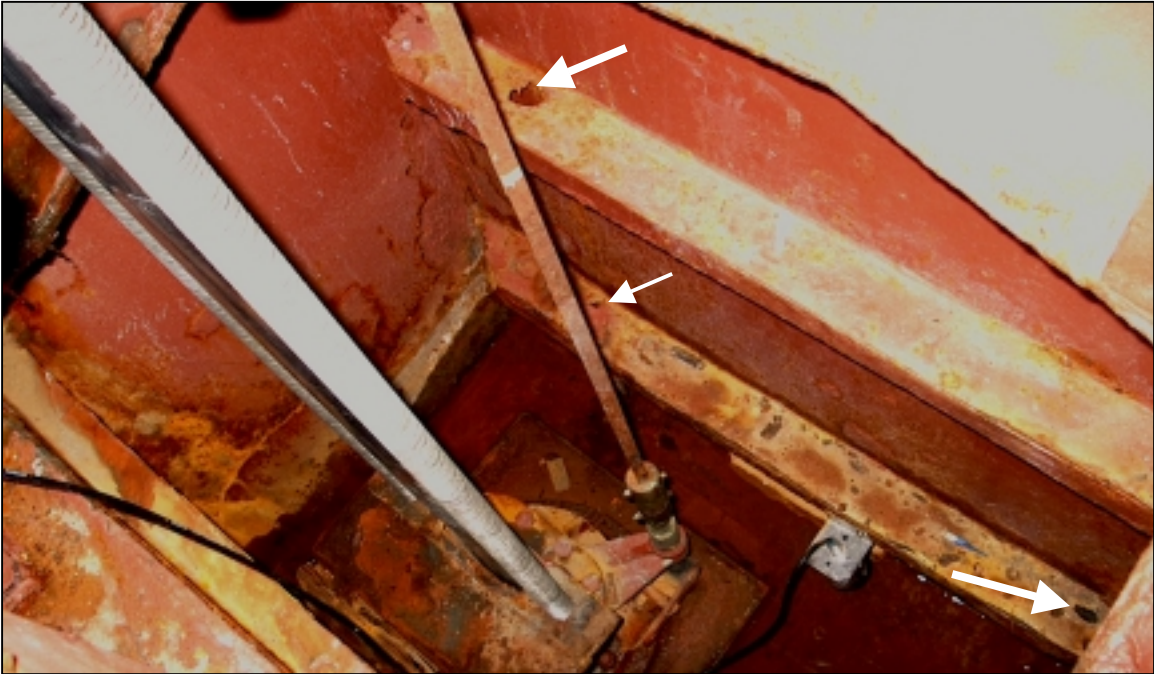


J. LaROCK / T. ILGENFRITZ
QED SYSTEMS INC.
10/28/01

MATERIAL ASSESSMENT FORM

ITEM NUMBER				SHIP USS VICKSBURG (CG-69)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS		RIN N/L	
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A		LOCATION 5-138-0-E	WORK CENTER ERO1	JSN A050	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY			EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED			.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON		
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE		1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 2	MAN HRS REMAINING 800		COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY	
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAVIER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL			1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE	
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: (5-138-0-E) SEWAGE PLANT NO.1							
PITSWORD AREA IS CORRODED, STIFFNERS ON F/O TANK (6-138-1-F) ARE HOLED (2 X 4 T-BEAM) APPROX 20 SF OF							
CORROSION AND PAINT SEPARATION							
RECOMMENDED REPAIRS: RECOMMEND REPAIR ACTIVITY, CLEAN AND GAS FREE TANK, CUT OUT AND REPLACE APPROX 8 LF OF							
(2 X 4 T-BEAM) LEAK TEST TANK, CLEAN ENTIRE PITSWORD AREA TO BARE METAL PRESERVE AND PAINT TO MATCH							
.							
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: M. MELVIN							
CSMP SUMMARY: PITSWORD AREA STIFFNERS ARE CORRODED.					TEST# MRC 1102/1		
ROOT CAUSE/AMPLIFICATION: H1					STEP# 1,2,3,4 & 5		
SYSTEM LEVEL IMPACT:							
PART NO.	NOMEMCLATURE			QTY	NSN		COST
1							
2							
3							
4							
5							
6							
FIRST CONTACT BREKKE		RATE HT1	SECOND CONTACT CARL		RATE HT2	PHONE	
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ				TD	TL	LOGISTICIAN	TSP
QED SYSTEMS INC.							

USS VICKSBURG (CG-69)
SEWAGE PLANT NO.1 (5-138-0-E)



PITSWORD AREA, ARROWS INDICATE HOLES IN STIFFNERS INBOARD SIDE OF
F/O TANK (6-138-1-F)

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS VICKSBURG (CG-69)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS	RIN N/L
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 4-58-0-Q	WORK CENTER ERO1	JSN
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 2	MAN HRS REMAINING 200	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: PORT AND STBD SIDES (4-58-0-Q) DOME EQUIP RM					
BHD (58 - 78) FROM DECK TO 2 ND STRINGER APPROX 160 SF OF SATURATED LAGGING, MINOR CORROSION AND PAINT SEPARATION.					
RECOMMENDED REPAIRS: RECOMMEND SHIPS FORCE REMOVE APPROX 160 SF OF 2" HULL BOARD. CLEAN AREAS EXPOSED BY REMOVAL PRESERVE AND PAINT, REPLACE LAGGING.					
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2186, TPOC: M. MELVIN					
CSMP SUMMARY: SATURATED LAGGING LIGHT CORROSION				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT BREKKE	RATE HT1	SECOND CONTACT CARL		RATE HT2	PHONE
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.			TD	TL	LOGISTICIAN
					TSP

USS VICKSBURG (CG-69)
DOME EQUIPMENT ROOM (4-58-0-Q)



STBD SIDE, APPROXIMATELY 8 FT AFT OF BHD 58, SATURATED LAGGING FROM DECK TO 2ND STRINGER.



FIRST STRINGER OFF DECK STBD SIDE, APPROX 8 FT AFT OF BHD 58

MATERIAL ASSESSMENT FORM

ITEM NUMBER				SHIP USS VICKSBURG (CG-69)			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS		RIN N/L	
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A		LOCATION 3-426-1-E	WORK CENTER ERO1	JSN A033	
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY			EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED			.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON		
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE		1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED 2	MAN HRS REMAINING 600		COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY	
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAVIER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL			1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE	
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT:STBD.SIDE GENERATOR RM 3 (3-426-1-E) BETWEEN WEB							
FRAMES(434-442) FIRST STRINGER UP FROM MARGIN PLATE. FLANGE IS CORRODED APPROX.3 FEET FWD OF WEB FRAME							
(434) ENTIRE BILGE POCKET HAS SURFACE RUST AND PAINT SEPARATION. APPROXIMATELY 200 SF.							
RECOMMENDED REPAIRS: RECOMMEND REPAIR ACTIVITY CUT OUT APPROX.4FT OF STRINGER FLANGE AND REPLACE WITH							
4X.250 MILD STEEL FLAT BAR.CLEAN PRIME AND PAINT ENTIRE BILGE POCKET. APPROXIMATELY 200 SF							
.							
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: M. MELVIN							
CSMP SUMMARY: FIRST STRINGER IS CORRODED, ENTIRE BILGE POCKET HAS SURFACE RUST AND PAINT SEP.						TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1						STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:							
PART NO.	NOMEMCLATURE			QTY	NSN		COST
1							
2							
3							
4							
5							
6							
FIRST CONTACT BREKKE		RATE HT1	SECOND CONTACT CARL		RATE HT2	PHONE	
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ				QED SYSTEMS INC.	TD	TL	LOGISTICIAN
							TSP

USS VICKSBURG (CG-69)
GENERATOR ROOM NO. 3 (3-426-1-E)



CORRODED STRINGER FLANGE APPROXIMATELY 3 FT FWD OF WEB FRAME (434)

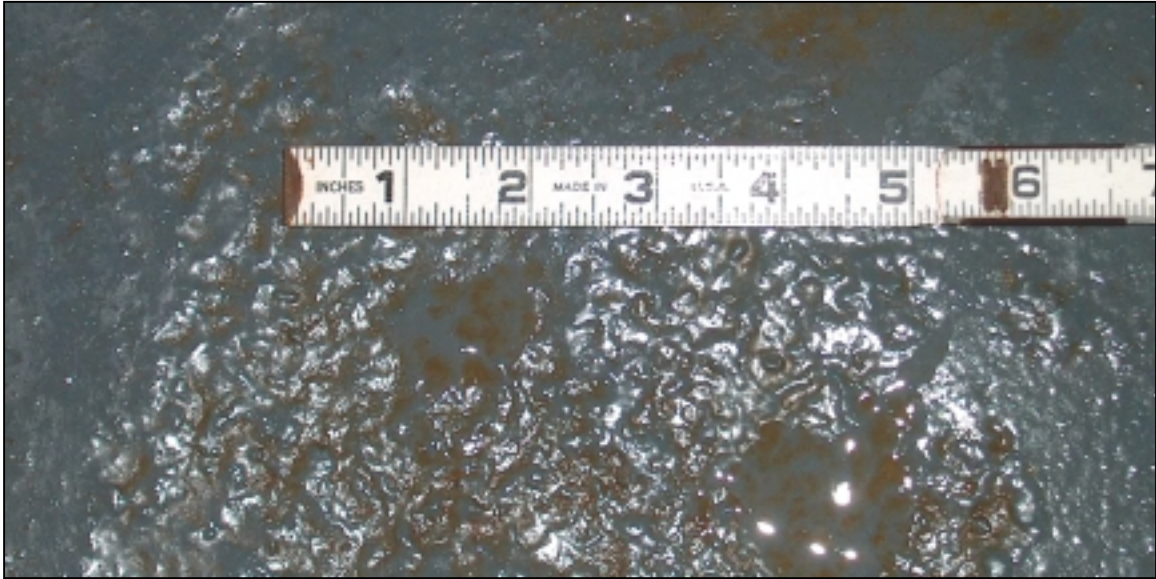


TYPICAL VIEW OF BILGE POCKET, ENTIRE AREA RECOMMENDED FOR
PRESERVATION AND PAINT.

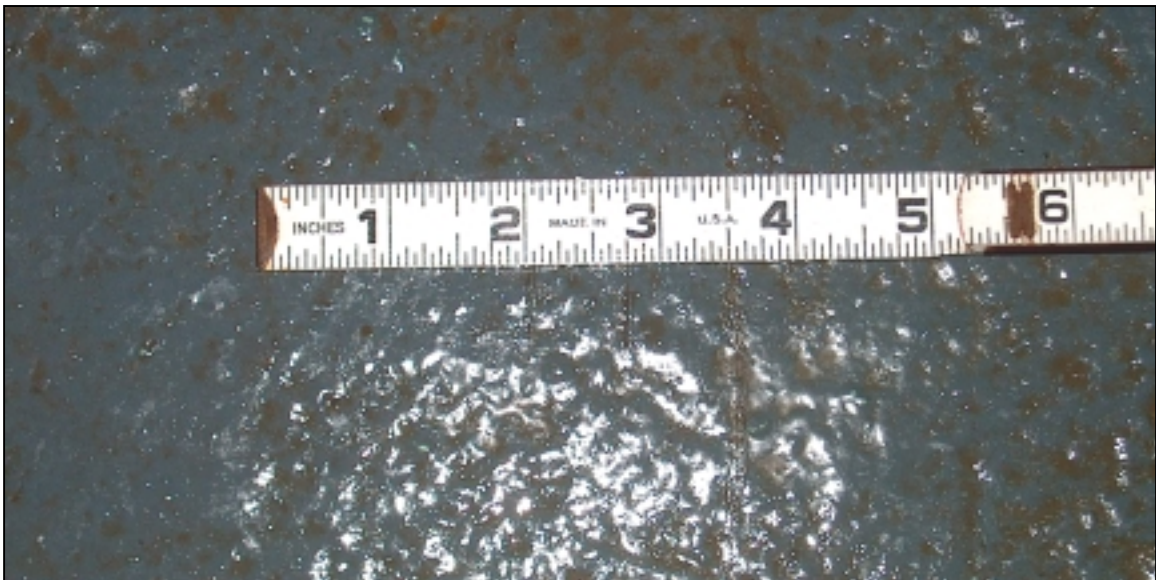
MATERIAL ASSESSMENT FORM

ITEM NUMBER				SHIP USS VICKSBURG (CG-69)				
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011		EIC A100		APL X-SYSTEMS		RIN N/L
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A		LOCATION 3-398-0-E		WORK CENTER ERO1		JSN A031
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY				EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED				.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE		DEFERRAL REASON			
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PIROR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE		1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE			
MAN HRS EXPENDED 2	MAN HRS REMAINING 1000		COMPLETED ACTION TAKEN		S/F MANHOURS		PRIORITY	
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAVIER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL			1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE		
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT:AC/JP-5 PUMP ROOM (3-398-0-E) TANK TOP/DECK								
UNDER AND AROUND A/C UNITS 3 & 4, EXPANSION TANK #3 AND RECIEVER TANK #R-114 HAS HEAVY PITTING AND								
U/T READINGS BELOW THE 25% WASTAGE ALLOWANCE. APPROX.200 SF. SEE ATTACHED DRAWING.								
RECOMMENDED REPAIRS: R ECOMMEND REPAIR ACTIVITY CLEAN AND GAS FREE TANK ,CUT OUT AND REPLACE APPROXX.								
200 SF OF TANK TOP. USE .313 MILD STEEL,PRIME AND PAINT TO MATCH.								
.								
SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: M. MELVIN								
CSMP SUMMARY: TANK TOP/DECK HAS HEAVY PITTING AND LOW U/T READINGS						TEST# MRC 1102/1		
ROOT CAUSE/AMPLIFICATION: H1						STEP# 1,2,3,4 & 5		
SYSTEM LEVEL IMPACT:								
PART NO.	NOMEMCLATURE			QTY	NSN		COST	
1								
2								
3								
4								
5								
6								
FIRST CONTACT BREKKE		RATE HT1	SECOND CONTACT CARL		RATE HT2	PHONE		
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ				TD	TL	LOGISTICIAN	TSP	
QED SYSTEMS INC.								

USS VICKSBURG (CG-69)
AC/JP5 PUMP ROOM (3-398-0-E)

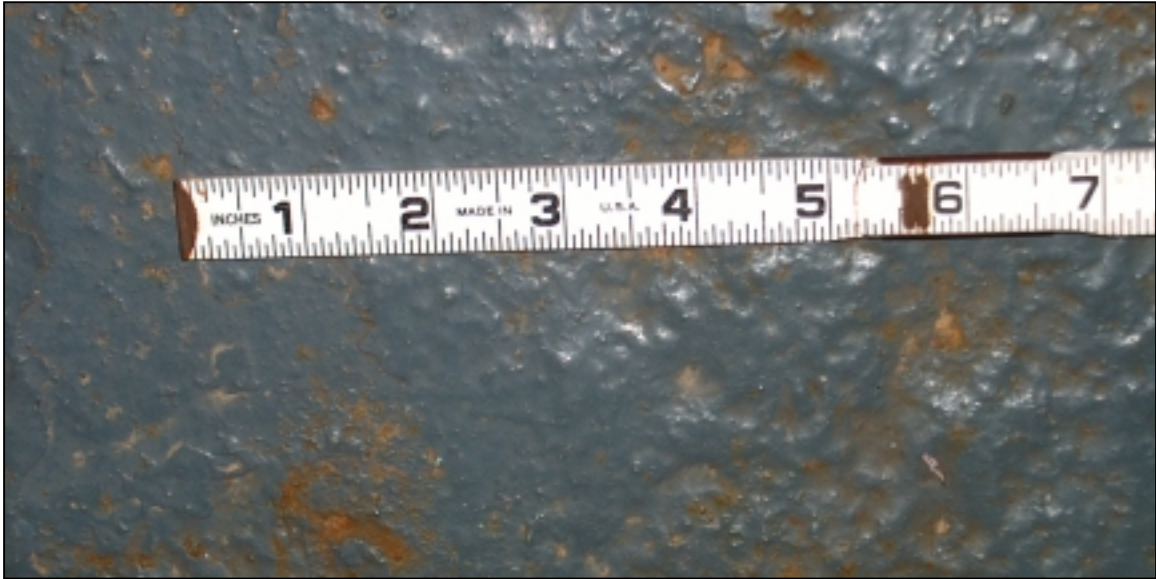


HEAVY PITTING OF TANK TOP/ DECK AFT OF EXPANSION TANK NO. 3
SEE DRAWING FOR U/T READINGS



HEAVY PITTING OF TANK TOP / DECK INBOARD OF A/C PLANT RECEIVER R-114

USS VICKSBURG (CG-69)
AC/JP5 PUMP ROOM (3-398-0-E)

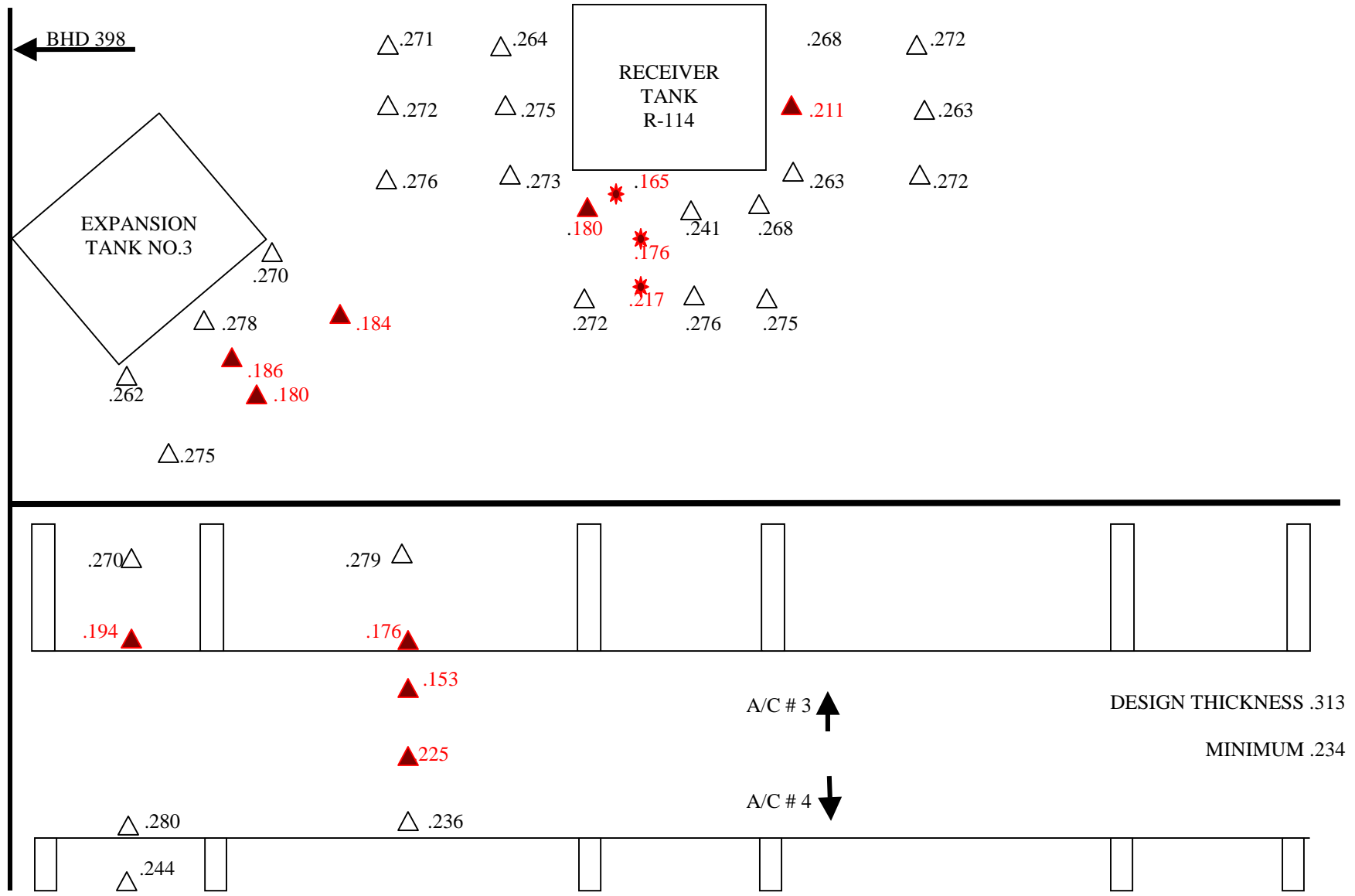


TANK TOP / DECK BETWEEN A/C PLANTS 3 & 4 HAS HEAVY PITTING
SEE DRAWING FOR U/T READINGS



TANK TOP / DECK BETWEEN BHD 398 AND A/C PLANT NO. 4

USS VICKSBURG (CG-69)
AC/JP5 PUMP ROOM (3-398-0-E)



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J.LaROCK / T. ILGENFRITZ
 QED SYSTEMS INC.
 10/23/01

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
2½ -10-0-A	N	N	N	N	SPACE NOT ASSESSABLE GAS FREE REQUIRED
2½ -20-0-A	N	N	N	N	SPACE NOT ASSESSABLE GAS FREE REQUIRED
3-28-0-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-58-1-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-58-2-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-62-0-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-81-1-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-81-2-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-94-0-M	N	N	N	N	GAS FREE REQUIRED
3-127-0-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
3-127-2-T	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-138-3-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-138-6-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-146-0-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-245-2-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-260-0-A	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-260-2-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-346-0-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-382-1-A	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-382-2-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
3-393-4-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-426-1-E	Y	Y	Y	STBD SHELL AND BILGE AREA	SPACE 100% ASSESSABLE
3-426-2-A	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-442-2-A	Y	Y	Y	N	SPACE 100% ASSESSABLE

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SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
4-28-0-T	Y	N	Y	N	SPACE 100% ASSESSABLE
4-34-0-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
4-58-0-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
4-78-1-A	Y	Y	Y	N	SPACE 100% ASSESSABLE
4-78-2-A	Y	Y	Y	N	SPACE 100% ASSESSABLE

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
5-E-0-V	N	N	N	N	SPACE ASSESSED DURING T/V INSP. GAS FREE REQUIRED
5-34-0-Q	Y	Y	Y	ENTIRE BILGE AREA	SPACE 100% ASSESSABLE
5-128-0-V	Y	N	Y	N	SPACE ASSESSED DURING T/V INSP. GAS FREE REQUIRED
5-138-0-E	Y	Y	Y	FOUNDATIONS IN BILGE AREA, PITSWORD FR (144) PORT SIDE	SPACE 100% ASSESSABLE
5-162-1-F	N	N	N	N	SPACE ASSESSED DURING T/V INSP. GAS FREE REQUIRED
5-162-2-F	N	N	N	N	SPACE ASSESSED DURING T/V INSP. GAS FREE REQUIRED
5-174-0-E	Y	Y	Y	TANK TOP IN WAY OF ACOUSTIC TILES. LL STBD SIDE STIFFNERS FROM TANK TOP UP TO BOTTOM SIDE OF U/L GRATING.	SPACE 100% ASSESSABLE
5-174-0-E	Y	Y	Y	EQUIPMENT FOUNDATIONS IN BILGE AREA. JOINT BETWEEN TANK TOP AND SHELL. LOWER PORTION OF ESCAPE TRUNK BHDS	SPACE 100% ASSESSABLE

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
5-174-1-T	Y	Y	Y	N	SPACE 100% ASSESSABLE
5-220-0-E	Y	Y	Y	L/L TANK TOP. U/L UNDER A/C UNITS. EQUIPMENT FOUNDATIONS IN BILGE AREA. LOWER PORTION OF ESCAPE TRUNK BHDS	SPACE 100% ASSESSABLE
5-260-0-E	Y	Y	Y	LOWER PORTION OF ESCAPE TRUNK BHDS. FOUNDATIONS IN BILGE AREA. ENTIRE TANK TOP IN BILGE AREA. JOINT BETWEEN TANK TOP AND SHELL	SPACE 100% ASSESSABLE
5-300-0-E	Y	Y	Y	L/L PORT SIDE STIFFNERS FROM THE TANK TOP UP TO THE BOTTOM SIDE OF THE U/L GRATING. TANK TOP IN WAY OF ACOUSTIC TILES. EQUIPMENT FOUNDATIONS IN BILGE AREA. JOINT BETWEEN TANK TOP AND SHELL. LOWER PORTION OF ESCAPE TRUNK BHDS	SPACE 100% ASSESSABLE

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6½ -2-0-Q	N	N	N	N	UNASSESSABLE
6-8-0-T	N	N	N	N	UNASSESSABLE
6½-11-0-V	N	N	N	N	GAS FREE REQUIRED
6-28-0-T	N	N	N	N	GAS FREE REQUIRED
6-34-0-V	N	N	N	N	GAS FREE REQUIRED
6-138-1-F	N	N	N	N	GAS FREE REQUIRED
6-138-2-F	N	N	N	N	GAS FREE REQUIRED
6-174-1-F	N	N	N	N	GAS FREE REQUIRED
6-174-2-F	N	N	N	N	GAS FREE REQUIRED
6-201-2-V	N	N	N	N	GAS FREE REQUIRED
6-202-2-V	N	N	N	N	GAS FREE REQUIRED

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-204-2-V	N	N	N	N	GAS FREE REQUIRED
6-214-1-W	N	N	N	N	GAS FREE REQUIRED
6-216-2-V	N	N	N	N	GAS FREE REQUIRED
6-218-1-W	N	N	N	N	GAS FREE REQUIRED
6-220-1-F	N	N	N	N	GAS FREE REQUIRED
6-220-2-W	N	N	N	N	GAS FREE REQUIRED
6-220-3-F	N	N	N	N	GAS FREE REQUIRED
6-220-4-F	N	N	N	N	GAS FREE REQUIRED
6-260-1-F	N	N	N	N	GAS FREE REQUIRED
6-260-2-F	N	N	N	N	GAS FREE REQUIRED

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-272-1-F	N	N	N	N	GAS FREE REQUIRED
6-272-2-F	N	N	N	N	GAS FREE REQUIRED
6-298-2-W	N	N	N	N	GAS FREE REQUIRED
6-300-1-F	N	N	N	N	GAS FREE REQUIRED
6-300-2-F	N	N	N	N	GAS FREE REQUIRED
6-300-3-V	N	N	N	N	GAS FREE REQUIRED
6-306-1-V	N	N	N	N	GAS FREE REQUIRED
6-342-2-W	N	N	N	N	GAS FREE REQUIRED
6-344-2-W	N	N	N	N	GAS FREE REQUIRED
6-346-0-Q	Y	Y	Y	PAINT FAILURE,CORROSION OUTBOARD OF SHAFTS	SPACE 100% ASSESSABLE

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-346-1-F	N	N	N	N	GAS FREE REQUIRED
6-346-2-F	N	N	N	N	GAS FREE REQUIRED
6-346-3-F	N	N	N	N	GAS FREE REQUIRED
6-346-4-F	N	N	N	N	GAS FREE REQUIRED
6-366-1-W	N	N	N	N	GAS FREE REQUIRED
6-366-2-W	N	N	N	N	GAS FREE REQUIRED
6-379-2-V	N	N	N	N	GAS FREE REQUIRED
6-382-1-F	N	N	N	N	GAS FREE REQUIRED
6-382-2-F	N	N	N	N	GAS FREE REQUIRED
6-382-3-F	N	N	N	N	GAS FREE REQUIRED

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-382-4-F	N	N	N	N	GAS FREE REQUIRED
6-394-1-J	N	N	N	N	GAS FREE REQUIRED
6-394-2-J	N	N	N	N	GAS FREE REQUIRED
6-414-1-J	N	N	N	N	GAS FREE REQUIRED
6-414-2-J	N	N	N	N	GAS FREE REQUIRED
6-418-2-J	N	N	N	N	GAS FREE REQUIRED
6-426-1-F	N	N	N	N	GAS FREE REQUIRED
6-426-2-F	N	N	N	N	GAS FREE REQUIRED
6-464-1-F	N	N	N	N	GAS FREE REQUIRED
6-464-2-F	N	N	N	N	GAS FREE REQUIRED

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SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-464-3-Q	Y	Y	Y	SHELL AND STIFFENERS AROUND H-PAC OVBD DISCHARGE	AREA 100% ASSESSABLE
6-464-4-K	N	N	N	N	GAS FREE REQUIRED
6-470-1-F	N	N	N	N	GAS FREE REQUIRED
6-470-2-F	N	N	N	N	GAS FREE REQUIRED
6-476-1-A	Y	Y	Y	N	100% ASSESSABLE
6-476-2-A	Y	Y	Y	N	100% ASSESSABLE
6-476-4-A	Y	Y	Y	N	100% ASSESSABLE
6-485-2-A	Y	Y	Y	N	100% ASSESSABLE
6-488-1-V	N	N	N	N	GAS FREE REQUIRED
6-488-2-V	N	N	N	N	GAS FREE REQUIRED

CG 47 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-488-3-A	Y	Y	Y	N	100% ASSESSABLE
6-506-0-E	Y	Y	Y	N	AREA 100% ASSESSABLE